

digging, would be undertaken in consultation with the Michigan State Historic Preservation Officer.

Community Cohesion

The most significant negative effect on community cohesion is likely to occur with Rail Strategy 1. DIFT truck traffic would increase from about 2,000 vehicles today to more than 7,300 in 2025 with no improvements to the roadways. No sound walls, buffers, nor grade separations of Lonyo and Central with the rail yard would happen. The rail yard surface would not be paved. The intrusion into the neighborhood of dust and noise from locomotive horns blowing as they cross Lonyo and Central will continue.

Rail Strategy 2 does not include a buffer but a sound wall may be required based on the noise analysis discussed later. The surface of the terminal would be paved. Lonyo and Central would be separated from the railroad lines. If these improvements were made along with the truck-only road (TOR), the project would be more compatible with southwest Detroit/east Dearborn.

Rail Strategy 3 would further improve the relationship with the community by developing a buffer on its northern edge. It, like Rail Strategy 2, would involve paving the terminal's surface and separating Lonyo and Central from the rail lines. The truck-only road would accommodate all DIFT trucks using I-75 further relieving traffic on streets like Livernois and Dragoon. Rail Strategy 3 would involve acquisition of about 56 single-family and 18 multi-family dwelling units. While a number of those displaced would relocate outside the area, it is possible, through cooperation among federal and state governments as well as local, not-for-profit housing organizations, that a number of the displaced homeowners could re-establish their residences immediately adjacent to the area to be taken (Figure S-13). However, it is stressed that such a program is dependent upon the individual relocatee's decision to remain in the community. Federal and state governments will not construct such housing. That can

only be done through a housing development organization which will need a reasonable market in order to proceed. So, a significant number of the relocatees would need to make this choice.

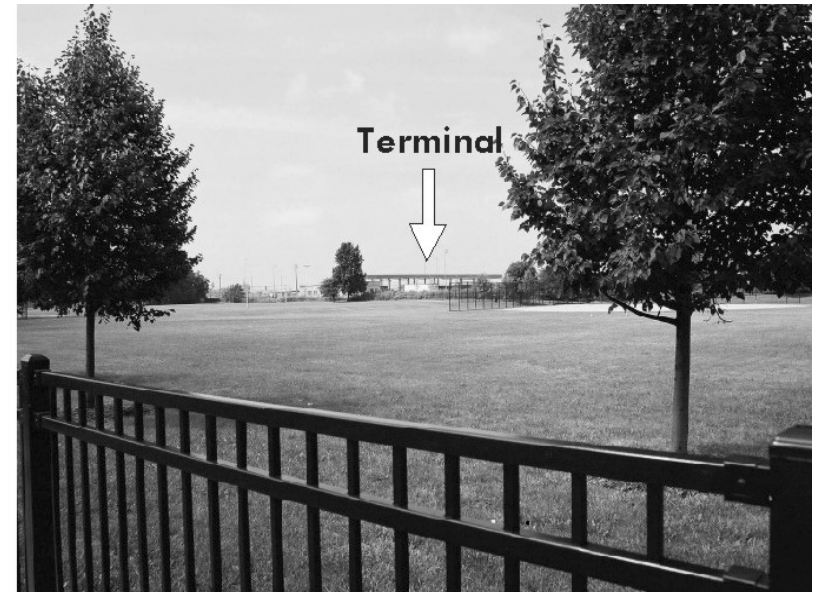
Based on these characteristics, it is the judgment of the consultant that Rail Strategies 2 and 3 do not involve an overall negative effect on the surrounding community.

Environmental Justice

The characteristics discussed above also lead the consultant to a conclusion that Rail Strategies 2 and 3 will not have a disproportionately negative effect in the area of environmental justice. A reasonableness check of this conclusion, and the earlier one on community cohesion, is best reflected in Chicago in the area around CSX's 59th Street Intermodal Terminal (Figure S-14) and the Corwith Terminal (Figure S-15). For years the 59th Street Terminal was an unused ConRail facility. It was a nuisance in a predominantly African-American community. Then in 1998 CSX took over the property and converted it to an intermodal facility and the community has benefited. It is noted that values of residential property around the 59th Street terminal have increased significantly since 1998. And, the residential property values at the Corwith Terminal have also seen regular increases over the last 15 years for which data were collected (Figures S-16 and S-17).

Noise

Rail noise at a terminal is a function of the locomotive noise and rail car wheel noise. Horn noise is also an issue with RS 1; RS 2 and RS 3 will grade separate Lonyo and Central from the rail line and reduce this impact. Mitigation of the terminal noise can take the form of berms or walls and improving trackage and reducing rail joints. Rail noise is generally expressed in terms of decibels using a description that considers noise on a 24-hour basis, with a penalty for night-time noise (LDN).



SOURCE: The Tioga Group
L:\Prj\cts\2846\G\raphi cs\TR3\Fig-S-14